Number 119

No. 056.

METEOROLOGICAL OFFICE.

Subject "Bottle Papers"

Date February 25th. 1910

METEOROLOGICAL
OFFICE
4 JAN 1910
MO 51

British Vice Consulate
San Pedro de Macoris, R. D.

December 1st 1909.

Sir:

Enclosed I beg to hand you a bottle paper handed to me to-day by a fisherman, who found it on the morning of October 16th 1909 near Punta Cana East end of the island Santo Domingo.

I have the honour to be
Sir
Your obedient servant
Rodolf Schumacher
Vice Consul

The Director
Meteorological Office
63 Victoria Street
London S W.

P.

	N.	W.	1909
Despatched from	18° 14'	67° 39'	31 Aug.
Punta Cana	18 28	68 20	16 Oct.

Drifted N. 79° W. 41 m. in 46 d.

about 1 m. a day.

P.C. 1009 / 5010
6/1/10. A.T.

P.C. 5019
6/1/10. A.T.

Campbell Hepworth

ELDERS & FYFFES, LTD.,
STEAMSHIP DEPT.

201 Deansgate, MANCHESTER. | 25 Welsh Back, BRISTOL.
9/12 Bow Street, LONDON, W.C.

TELEPHONE Nos.
MANCHESTER 8056. 8057.
BRISTOL 986 & G.P.O No. 9
LONDON 1040 GERRARD.

TELEGRAMS:
MANCHESTER "PLANTANO."
BRISTOL - - "PLANTANO."
LONDON - - "FYFFESS."

METEOROLOGICAL OFFICE
4 JAN 1910
MO 51

S/S Pacuare

at ....

August 31st 1909

Latitude 18·14 N
Longitude 67·39 W.
Mona Is bearing S56 W. dist 15 miles

Bar. att. Ther.	Ther. W. D. F	Wind. Force.	Sea. Force.
30·15 85	80 84	SE. 3	SE 3

This bottle paper was thrown overboard to ascertain the force & direction of local Currents.

Will the Finder kindly forward this paper to the nearest British Consulate or to The Director

Meteorological Office
63 Victoria St
London. S.W
England

J.H. Scudamore. Lieut R.N.R.
Master.

PARTICULARS extracted from OCEAN CURRENT PAPERS returned to COMMONWEALTH METEOROLOGICAL BUREAU.

	WHERE THROWN OVERBOARD.				WHERE FOUND.	
No.	Name of Ship.	Date.	Latitude.	Longitude.	Date.	Locality.
1	R.M.S. Ormuz	3rd November, 1909	37° 52′ S.	140° 21′ E.	19th November, 1909	Warrnambool, half-mile west of Breakwater
2	S.S. Afric	22nd February, 1910	33° 54′ S.	26° 38′ E.	29th March, 1910	Flesh Bay, Strand District, Mossel Bay, Cape Colony
3	Japanese S.S. Yawata Maru	12th February, 1910	34° 00′ S.	151° 18′ E.	4th May, 1910	Middle Head, Sydney Harbor
4	S.S. Pericles	11th November, 1909	34° 56′ S.	116° 02′ E.	13th May, 1910	3 miles south Donnelly River, Western Australia
5	S.S. Pericles	11th November, 1909	34° 56′ S.	116° 02′ E.	23rd July, 1910	About 5 miles from mouth of Donnelly River, south-west coast Western Australia
6	S.S. Salamis	1st July, 1910	40° 20′ S.	138° 50′ E.	14th August, 1910	King Island, west coast.
7	S.S. Warrimoo	29th March, 1910	39° 10′ S.	168° 51′ E.	17th September, 1910	36° S., West Coast, North Island, New Zealand
8	Orontes	17th November, 1909	37° 04′ S.	139° 19′ E.	26th June, 1910	6 miles from Robe. South Australia
9	R.M.S. Zealandia	5th August, 1910	24° 44′ S.	161° 27′ E.	29th October, 1910	1¾ miles south of Broadwater Creek. Lat. 24° 28′ 30″ S.; Long. 152° 2′ E.
10	Sangola	19th November, 1909	32° 48′ S.	113° 22′ E.	5th September, 1910	Next Merca (Italian Somaliland)
11	S.S. Star of Canada	28th May, 1910	40° 10′ S.	140° 40′ E.	27th September, 1910	King Island, Tasmania
12	T.S.S. Manuka	13th April, 1910	44° 46′ S.	156° 22′ E.	23rd October, 1910	Mouth of Rangitikei River, North Island, New Zealand
13	S.S. Star of Canada	28th May, 1910	39° 43′ S.	141° 45′ E.	23rd October, 1910	4 miles west of Cape Everard lighthouse, Victoria
14	Moldavia	23rd June, 1910	35° 27′ S.	123° 20′ E.	20th November, 1910	49 miles south of Murray mouth, South Australia
15	T.S.S. Star of Canada	19th November, 1910	37° 05′ S.	150° 10′ E.	26th November, 1910	Menteral Beach, Bermagui, New South Wales
16	R.M.S. Morea	1st May, 1910	35° 15′ S.	120° 11′ E.	18th December, 1910	Wood Wells, 40 miles south of Murray mouth, South Australia
17	Morea	25th March, 1910	16° 47′ S.	100° 52′ E.	19th November, 1910	Kismayo, East Africa Protectorate
18	S.S. Salamis	15th June, 1910	43° 51′ S.	53° 20′ E.	14th April, 1911	Beach, 2 miles east Nornalup Inlet, south coast, W.A. Lat. 35° 0′ 45″ S., Long. 116° 47′ E.
19	T.S.S. Maheno	14th April, 1910	33° 49′ S.	157° 58′ E.	9th April, 1911	Tom Bowline's Bay, west of North Cape, New Zealand
20	S.S. Worms	27th February, 1910	36° 24′ S.	117° 15′ E.	18th February, 1911	Discovery Bay, Victoria, 21 miles west from Portland
21	S.S. Barwon	23rd November, 1910	38° 20′ S.	138° 06′ E.	5th March, 1911	Back Beach, 3 miles north-west of Beachport, South Australia
22	S.S. Barwon	15th April, 1911	34° 14′ S.	151° 17′ E.	.. ..	Bob's Bay, New South Wales
23	S.S. Worms	23rd February, 1910 ?	38° 35′ S.	136° 51′ E.	1st April, 1911	West side Waterhouse Island, Bass Strait
24	Morea	1st April, 1910	35° 36′ S.	132° 51′ E.	20th December, 1911	12 miles west of Cape Banks, South Australia
25	Somerset	27th July, 1910	38° 27′ S.	131° 02′ E.	26th May, 1911	Studland Bay, West Coast, Tasmania
26	R.M.S. Ophir	14th February, 1910	35° 10′ S.	116° 30′ E.	3rd July, 1911	Donnelly River, Western Australia
27	S.S. Opawa	7th April, 1910	47° 20′ S.	78° 00′ E.	26th January, 1912	Head of St. Vincent Gulf, near Port Wakefield, South Australia
28	Port Pirie	27th November, 1910	45° 11′ S.	86° 17′ E.	12th January, 1912	Cape Northumberland, South Australia
29	Somerset	20th February, 1911	35° 25′ S.	127° 12′ E.	24th September, 1911	Off Cape Jaffa, South Australia
30	Port Pirie	1st July, 1911	39° 14′ S.	125° 16′ E.	14th January, 1912	Off Cape Jaffa, South Australia
31	Warrimoo	7th April, 1910	43° 57′ S.	151° 21′ E.	18th March, 1912 (just came ashore)	About 14 miles south of Cape Maria Van Dieman, on west coast, New Zealand
32	Port Pirie	23rd June, 1911	45° 28′ S.	79° 26′ E.	5th May, 1912	Warrnambool
33	Port Pirie	30th June, 1911	40° 32′ S.	120° 20′ E.	9th June, 1912	Joanna River, Cape Otway, Victoria
34	Port Pirie	2nd July, 1911	37° 53′ S.	130° 41′ E.	21st June, 1912	Back Beach, Sorrento, Victoria
35	Makura	6th August, 1911	30° 08′ S.	153° 23½′ E.	7th November, 1911	Near Smokey Cape, New South Wales
36	Kaikoura	10th July, 1910	47° 26′ S.	87° 15′ E.	25th July, 1912	Raglan, New Zealand, inside the Whaingaroa Harbor
37	Innsbruck	2nd June, 1908	21° 00′ S.	111° 41′ E.	About 15th December, 1908*	Lat. 28° 26′ S., 113° 44′ E., Abrolhos Island, Western Australia
38	Pericles	9th November, 1909	36° 44′ S.	128° 26′ E.	13th September, 1912	92 miles west of Eucla, Western Australia
39	Nera	30th April, 1910	24° 42′ S.	162° 43′ E.	29th September, 1912	Rods Bay, Queensland
40	Annaberg	6th April, 1910	32° 15′ S.	115° 00′ E.	17th November, 1912	Mouth of Donnelly River, Western Australia
41	Port Pirie	9th June, 1912	41° 05′ S.	125° 23′ E.	15th December, 1912	Venus Beach, near Magnet Wreck, Victoria
42	Port Pirie	17th June, 1911	44° 00′ S.	43° 19′ E.	17th February, 1913	Ten miles north of Coombanna Bay, Bunbury, Western Australia
43	Anerley	21st September, 1912	24° 44′ S.	166° 09′ E.	20th January, 1913	La Coulee, New Caledonia
44	Kaiapoi	8th December, 1912	41° 09′ S.	165° 50′ E.	25th March, 1913	Huia, Manukau Heads, Auckland, New Zealand
45	Port Pirie	25th June, 1911	45° 04′ S.	91° 56′ E.	22nd May, 1913 (it may have been ashore some months, as it was at high-water mark)	West Coast, Te Koporu, New Zealand
46	Anerley	12th November, 1912	26° 41′ S.	168° 18′ E.	15th February, 1913	Canal Woodin Pic Ta, Nouvelle Caledonia
47	Kaikoura	27th August, 1913	34° 46′ S.	171° 31′ E.	18th October, 1913 (just washed ashore)	On West Coast, about 16 miles north of Ahipara, Beef Point, North Island, New Zealand
48	Port Pirie	31st May, 1912	46° 50′ S.	75° 05′ E.	15th April, 1914	Kawhia, New Zealand
49	Anerley	18th November, 1912	15° 17′ S.	171° 11′ W.	15th April, 1914	Cape Bedford, Queensland
50	Port Pirie	8th June, 1913	45° 34′ S.	93° 24′ E.	9th May, 1914	10 miles north of Cape Sorell, West Coast, Tasmania

C.1941.

* Estimated to have been ashore not longer than 6 weeks.

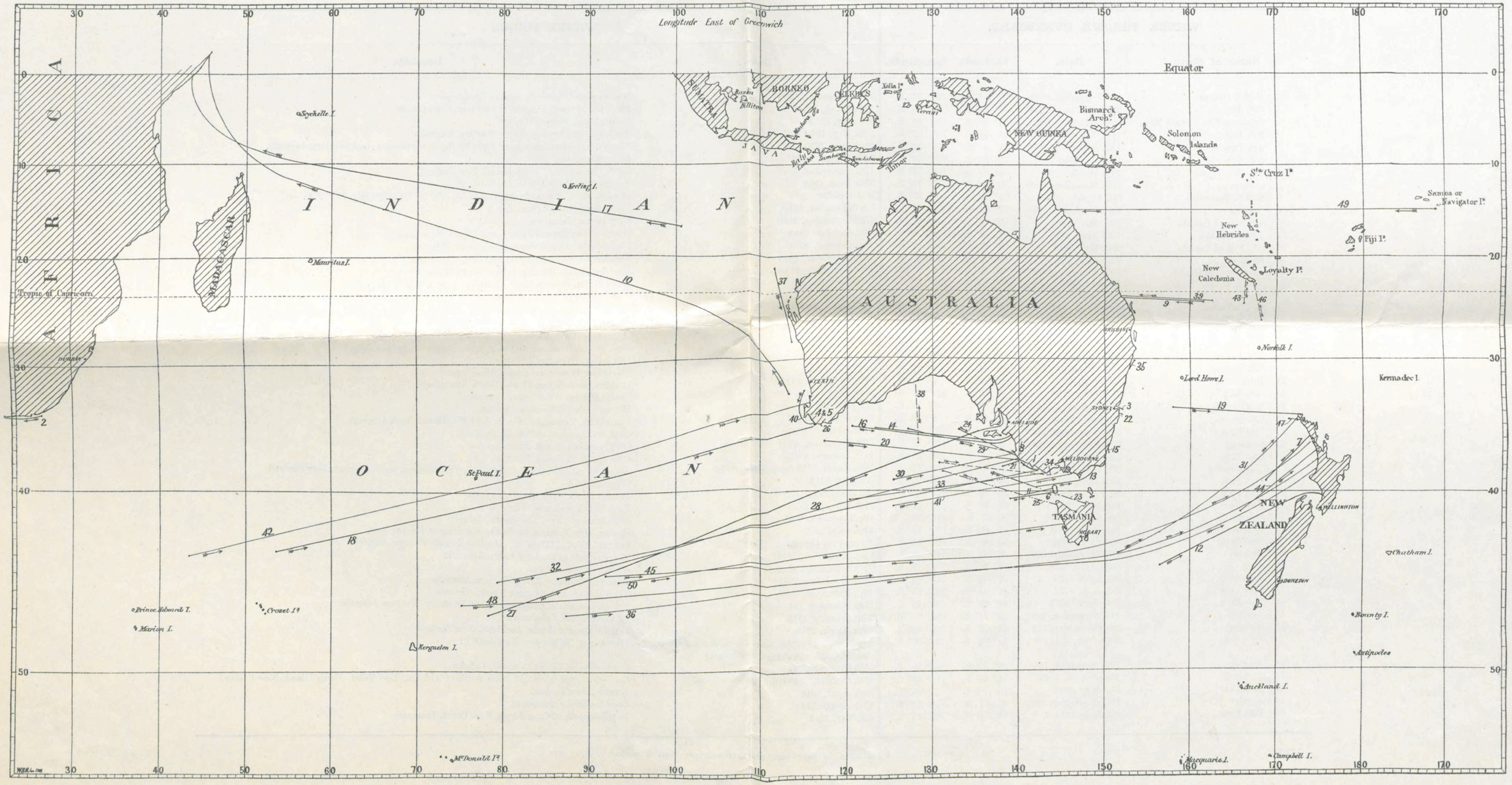
METEOROLOGY

Scale of Miles

COMMONWEALTH OF AUSTRALIA

CHART showing the Drift of Ocean Current Papers.

(See Table on reverse side.)



Issued under the Authority of the Minister of State for Home Affairs by
H. A. HUNT, Commonwealth Meteorologist.

February 1915.

Drift of Bottle Papers thrown over from R.M.S. "Empress of Japan", Commr. H. Pybus, R.N.

(Forwarded by 2nd Officer A. J. Hosken, Sub. Lieut. R.N.R.)

① Thrown over March 22nd 1906 in Lat. 50°40'N, Long. 168°18'W
Found Dec. 20th 1907 on S.W. side of Sitkalidak Isl, Old Harbor Strait, near Kadiak Isl. (57°11'N, 153°13'W)

Drift – N 53°41'E, 660 miles in 638 days

Average rate = 1.0 miles per day (at least)

② Thrown over Nov. 3rd 1906 in Lat. 52°41'N, Long 161°42'W.
Found Jan 31st. 1908 near Cape Edward, Alaska (57°40'N, 136°10'W)

Drift :– N 71°13'E, 928 miles in 454 dys.

Average rate = 2.0 miles per day (at least)

H.K. 31/3/08

?/08.

Drift of Bottle Papers thrown over from R.M.S. "Empress of Japan", Commr. H. Pybus, R.N.R.

① Thrown over Dec. 29th 1905 in Lat. 50°58'N, 162°22'W
Found Jan. 16th 1907, 8 miles from Cape Suckling, Alaska (60°1'N, 144°15'W)

Drift = N 48°33'E, 821 miles in 383 days

Average rate = 2.1 m. per day (at least)

② Thrown over August 17th 1906 in Lat. 53°14'N, Long. 154°14'W.
Found March 9th 1907 near Umnak Isl. Alaska. (53°5'N. 168°15'W)

Drift = S 88°59'W, 507 miles in 204 days.

Average rate = 2.5 m. per day (at least)

③ Thrown over March 24th 1906 in Lat. 50°47'N, 148°40'W.
Found near Kodiak, Alaska, Nov. 26th 1906 (57°20'N, 152°30')

Drift = N 18°57'W, 416 miles in 247 days

Average rate = 1.7 m. per day (at least)

H.K. March '08

Captain Hepworth

Would it not be useful to have a separate case for "Bottlepapers" or do you enter ~~them~~ the results all in a separate book. Wm Shaw

7.1.10

We keep them together and will in future have a case for them, but they are I think of no value,

Campbell Hepworth

8.1.10

C O P Y.

METEOROLOGICAL
— O —
7-NOV 1919
13985

MARINE DEPARTMENT,
TOWNSVILLE.
15th September, 1919.

Sir,

The following instances of ocean drift in the South Pacific are reported to this office:-

(I) A bottle dropped overboard in Lat.32 - 45 S. Long. 164 - 30 E. from the American Barquentine "Aurora", A. Hansen, Master, on February 9th 1917 and picked up on the beach at Cape Bowling Green, North Queensland on January 10th 1918.

(2) A bottle containing four letters from troops en route overseas from Australia on board H.M.T. Hymettus, when near Green Cape, (New South Wales, Victorian border) and picked up in South Bay, Palm Island North Queensland on 13th August 1919. The date of dropping this was May 4th 1916.

These drifts are interesting from the fact that, from Sandy Cape to Green Cape, the current along the coast is to the southward, and it would appear as if the bottles in each case had drifted eastward before making their northing.

I have the honour to be,
(Signed). G.R.WOODS (?)
Harbour Master,
Townsville,
North Queensland.

The Hydrographer,
Admiralty,
London, S.W.

Mr. James
For Indian Ocean Chart
for June 1920
L.H.G.

Form 041.

CASE INDEX.

Case 119

Subject Bottle Papers

Sheet III

Date.	Document.	Notes.
1914 10 March	M.O. 1090	G. Roper forwdg communications regarding drift of life buoy lost overboard from "Empress of Russia"
12 March	C.D.	Ass. Sec. re drift.
9 Feb	M.O. 3929	Mr W. J. Blaise forwdg. bottle paper.
24 Sept.	C.D.	—. ackn. same.
4 Jan 1915	M.O. 59	Royal Met. Soc. forwdn. paper.
6 ..	C.D.	—.— ackn same.
7 .	C.D.	Hedley Webster. ackn letter and papers.
17 Feb	M.O. 762	Admiralty. fordn. copy of B.P. from Dept. of Nav. Sydney re (SS Nikko Maru)
22 .	C.D.	Ackn above to N.N. Danger Esq.
18 .	C.D.	Ackn. M.O. 762 to Admiralty.
Apl	M.O 2204	N.N. Danger Esq re bottle paper of Nikko Maru.
27 May	C.D	Reply to above letter.
		Commonwealth Australia. Map showing drift of Ocean Current Papers.
6 Mar	C.D-	Dominick McGreal Esq ackn recpt of bottle paper
~~1919~~	-	Bottle Paper from SS Minia
5 Sep.	2443 & C.D.	Mrs. Lithbridge bottle paper found. Co. Mayo.
1919 12 Sept.	11502; 11650.	Bottle paper from S.S. War Finch.
22 Oct.	13177; 13476	M. Hadee. Bottle paper - S.S. War Finch
27 --	13477	Capt Bruce — — — —
31 --	13663; 13694	— — — — — —
7 Nov.	13986; Mr..	Hydrog. Forwg letter from Townsville, Queensland

(79,144). Wt.10,202—7889. 2000. 6/13. A.&E.W.

(2)

Case 119.

S1. FILE INDEX.

Name ~~of Ship~~ . . . Bottle Papers . . . .

Year	Number of Letter M.O.	Number of Reply P.C.	From or To
1912	882 (2)	-	Bd. of Trade re Kegs picked up in Shetlands.
"	-	25.3.12	In reply. Information will be published on next h. a. Chart.
"	882 (3)	-	Board of Trade
"	1240	-	Capt. B. F. Cannon ship "Marlborough Hill". enclosing Bottle Paper.
"	-	17.4.12	In reply
"	1698	-	Depty. Harbour Master, Georgetown forwdg. bottle paper s.s "Elm Branch"
"	-	17.5.12.	In reply.
"	-	17.5.12.	Com. off. s.s "Elm Branch" drift of bottle.
"	1698 (2)	-	Duplicate of letter from Depty Harbour Master Georgetown & forwarded to M.O. by Hydrographer
"	1765	-	Mr. Marlinnspe (?) forwdg bottle paper s/s "Khartoum".
"	-	28.5.12.	Capt. C. A. Wilson s/s "Khartoum" drift of bottle.
"	3368	-	Mr. G. B. Declercq forwdg. bottle paper thrown overboard from ss "Bechuana"
"	3368 (2)	-	Capt. Crome s.s. "Griqua" (late Bechuana) would like details of Bottle Paper
"	-	10.10.12.	— — giving particulars.
1913	300	—	C. Sinclair forwdg bottle paper thrown overboard. ss "Clan Macintosh": C. Sinclair ackn. receipt of paper.
	2137		Miss Enid Hollis forwdg paper picked up on sands Ackn receipt of bottle paper.
"			
"	4778	—	J. Soares Esq Pernambuco forwdg bottle paper from s.s. "Thespis"
"	"	21-10-13.	J. Soares re. bottle paper
	—	— — —	H. Pianowsko. S.S. "Thespis" re. drift of paper

CASE INDEX. No.

Subject . . . "Bottle Papers" . . .

Year	Number of Letter M.O.	Number of Reply P.C.	From or To
1910	51	—	British Vice Consul at San Pedro forwarding bottle paper thrown over
"	—	1009	British Vice Consul ackn. rece
"	—	S 019	Capt. Sendamore, S.S. Pamare
1910	512	—	Rev. J. Ackermann, Vermakelykhei bottle paper thrown over from S.S. "Wa
"	—	S 230	Rev. J. Ackermann ackn. receipt
"	—	S 229	Capt. N. E. Bower of "Wakanui" re Bo
1910	1013	-	Hydrographer re a Pacific B
1910	2787	—	Marine Dept, Bd. of Trade f of letters respecting a bottle mes
"	—	1231	
.	—	1235	Miss Brown
.	—	1236	R. Hutchison
"	3402	—	Marine Dept. Bd. of Trade forward thrown overboard from S.S. "Tygon"
.	—	1276	
.	—	1280	J. Price
"	3865	-	Lloyd's, enclosing copy of report on lifebuoy belonging to S.S. "Tangestan
1911	1517	—	Harbour Mstr, Trinidad, forwar ex S.S. Khartoum
.	"	1102	Capt. Wilson, S.S. "Khartoum"
"	"	1099	
.	15.5.11	—	Capt. Wilson, S.S. "Khartou
.	—	1103	—"— —"—
"	1810	—	Capt. Mortimer, S.S. Matu Bottle Paper.
"	—	1123	
"	2646	—	F. W. Duncan
"	"	1176	—"—
"	"	1177	Capt. Bower.
1912	180	—	Marine Dept. Bd. of Trade forward thrown overboard from S.S.
	—	15.1.12	Capt. A. L. Stowatt. S.S. "L
	—	15.1.12	Bd. of Trade.
"	882	—	Bd. of Trade forwdg. report from R respecting 2 oak Kegs picked up at S
"	—	7.3.12	Bd. of Trade in reply

NOTE: All Press Copies previous to current year are bound Room No. 5.

THE

New Zealand Shipping Company's

STEAMSHIP

"Wakanui"

Dec 22nd 1909

Latitude 35. 32 S

Longitude 20. 3 E

Dist. Run Miles

Please forward to Meteorological Office Westminster London

H. E. Bower.

COMMANDER,

METEOROLOGICAL OFFICE
14 FEB 1910
MO 512

METEOROLOGICAL OFFICE
14 FEB 1910
MO 512

...ikheid
...sdale
...uth Africa
18. Jany. 1910.

...ter was picked up on ...coast (Steenkool – ...Jany by P. de Jager ...forward same

...leased to have a line ... acknowledging the receipt of same

Yours &c

(Sgd) J. Ackermann.
P. O. Vermakelijkheid
Riversdale
South Africa.

Came ashore on Riversdale Coast.
Picked up 15 January 1910 in
approximately 34°23'S. 21°26'E.
Drifted N. 44 E. 96 miles in 24 days
or N. 44 E. 4 m. daily. lon

Please forward to
Meteorological Office
Westminster
London
England.

METEOROLOGICAL OFFICE
14 FEB 1910
MO 512

Vermakelijkheid
Riversdale
South Africa
18. Jany. 1910.

The enclosed paper was picked up on the Riversdale coast (Steenkool-Fontein) on 15th Jany by P. de Jager who asked me to forward same

I shall be pleased to have a line in return acknowledging the receipt of same

Yours &c

(Sgd) J. Ackermann.
P.O. Vermakelijkheid
Riversdale
South Africa.

Mr Allingham.

Riversdale Coast (say) 34°23'S. 21°26'E.
Kaffir Kuyl Bay

Drifted N. 44°E. 96 m. in 24 days

or N. 44°E. 4 m. daily. Ca

Stars

P.C. S130
18/2/10. A.T.

P.C. ~~S229~~
Capt. Bower. 18/2/10. A.T.

Campbell Hepworth.

In your reply
M 190
Please quote this number.

NEW ZEALAND.

METEOROLOGICAL OFFICE
4 APR 1910
M01013

Justice (Cook Islands)
10/5

Marine Department
Wellington 23rd February 1910

No. 623
206.

Sir,

I have the honor to forward herewith, for your information, copy of a communication which has been received from the Resident Commissioner at Rarotonga, Cook Islands, with regard to a document which was thrown into the sea at Valparaiso being picked up on the beach at Rarotonga in December last.

2

I may add that a copy of the communication has been sent to the British Consul at Valparaiso.

I have the honor to be,
Sir,
Your obedient servant,
George Allport
Secretary.

Acknowledged with thanks
JPC 7/4/10

The Hydrographer
to the Admiralty,
LONDON.

Forwarded to Meteorologic Office.
F. C. Pearsall
4/4/10

COPY.

METEOROLOGICAL OFFICE
4 APR 1910
M01013

NEW ZEALAND.
COOK ISLANDS ADMINISTRATION.

RAROTONGA January 27th 1910.

C 3/1910/66

Sir,

I have the honor to enclose for your information a letter handed to the Collector of Customs here by an Ariki named Kainuku, who states that it was taken out of a bottle picked up on the Ngatangiia beach, Rarotonga, in December last.

It would appear that the people who signed the letter placed it in a bottle and thre it into the sea while walking ona beach at Valparaiso, Chili, on the 17th September 1907.

You may think it advisable to forward it on to the Marine Department, as it may give some information bearing on the question of Ocean currents, and they perhaps might communicate with the writers if thought necessary.

I have the honor to be,
Sir,
Your most obedient servant,

sd. J. Eman Smith,
Resident Commissioner.

The Hon. James Carroll,
Minister for Cook & Other Islands Administration,
Wellington.

METEOROLOGICAL
OFFICE
4 APR 1910
with
MO1013

C O P Y.

En Valparaiso, Republica de Chile, Playa Qucha, reunidos en asamblea los Exmos - Senores Don Gorge Donoso i Dn. Carlos Astaburuaga i sus Exmas Esposas la Sra Dona Gadalupe Soruco i Charo Bergonzo, en I F de Setiembre del ano ano gracia de nul icovena ta siete - hemos aurdado: eucerar deutro de esta batella il presente recuerdo de los felices momentos trascurudos juntos en este lierino tisuno paseo -

Para Constancia, fermamos.

sd. Charo Bergonzo.

" Carlos Astaburuaga.

" Gorge Donoso

Gogudelope, Gone z.

Case: 119.

I.M.

Ackd. on Form 108.
J.H.S. 4.4.10.

Campbell Hepworth.

[Valp]paraiso 33° 1' S., 71° 37' W.
[Ra]ratonga 21° 12 S 159° 47 W
11 49 N 88° 10' W
709 N 5290 = 4713

Course & Dist. = N 81° 30' W, 4770 miles.

[Jun]e 17/07 to Dec. 1909 = 820 days
Average Rate = 5·8 miles per day
(at least)

METEOROLOGICAL OFFICE
18 AUG 1910
M02787

Any *further* communication should be addressed to:—
THE ASSISTANT SECRETARY, (MARINE DEPARTMENT),
And the following letter and number should be quoted:—
M 18805

Telegraphic Address.
BOARD TRADE, MARINE, LONDON.

BOARD OF TRADE

MARINE DEPARTMENT,
7, WHITEHALL GARDENS,
LONDON, S.W.

17th August, 1910.

Sir,

I am directed by the Board of Trade to transmit to you the enclosed copies of a letter and its enclosure which has been received in this Department from Mr R. G. Hutchison of Rivers Inlet, British Columbia relating to a bottle message thrown from the Steamship "Athenia" in July 1908.

I am,

Sir,

Your obedient Servant,

R. C. Hervey Maxwell

The Director,
Meteorological Office,
63, Victoria Street,
S. W.

R

E.R.

METEOROLOGICAL OFFICE
18 AUG 1910

M 18805

Copy of a message contained in a bottle thrown overboard from S.S. "Athenia" (Donaldson Line, Glasgow) - the message being addressed to Mrs Hutchison, 41 Comely Bank Place Edinburgh (now at 76 Raeburn Pl).

" 1st July 1908

" On board S.S. "Athenia" en route to Montreal

"1,262 miles out from Greenock

" Latitude 55.15

" Longitude 41.15

All well, Robt. G. Hutchison "

Copy of a letter received by Mrs Hutchison and enclosing the original message as above:-

Fiskerkjemmet
Sklinden
Brŏnnŏy, Norway
April 6th 1910

" To Mrs Hutchison

" Two fishermen brought me the enclosed "yesterday, that I might translate the directions "on the torn envelope to them.

"The

Drift made good
about N70°E 1680 m.
or 2.6 m. per day

E.R.

" The fisherman who found the letter is named
"Bernkof Benjaminson. The bottle which contained
"it was coated with shells which led them to think
"it had been in the sea for some years.

" Sklinden is a cod-fishing station, where three
"or four hundred Norwegian fishermen are engaged
"during the busy time. It is situated in the
North Atlantic Ocean 50 miles from the mainland,
"the same latitude as the north coast of Iceland.
" It is one of the most exposed places along the
"whole of this storm swept coast.

" Sklinden is situated in the Gulf stream which
"probably has brought this letter here. Three
"years ago a letter was brought to me in the same
"way,- a letter thrown into the sea off the coast
"of Haddingtonshire, addressed to Cairo. It was
"picked up after being in the sea 8 months.

" With a lady helper I have been engaged in
"Mission work among the fishermen here for some
years. Enclosed is a picture of the Fiskerkjem
"where the men receive help of various kinds -

"Meetings

"Meetings are held, & they receive help in the way
"of nursing, dressing wounds &c as the nearest
"Doctor lives 40 miles away.

" The enclosure was quite wet & almost illegible
"at first, but the bottle was not broken at all.
"It is strange that the letter, arriving as it has
"done, in a foreign country should come into the
"hands of an English woman to forward by post.

" Sklinden lies 65° 12" North latitude & 11°
East longitude - (Greenwich)

" (Signed) Marion S. Brown"

I declare that the above are full & true copies of the documents referred to and that the information contained herein is correct.

(Sd.) Robt. G. Hutchison

Rivers Inlet B.C. 27th July 1910

The above is in accordance with the facts to my personal knowledge

(Sd.) G.S. McTavish
Notary Public

Rivers Inlet B.C.
27 July 1910

METEOROLOGICAL
OFFICE
18 AUG 1910
M02787

(Copy) M 18805

Rivers Inlet

B. C.

July 27 1910.

The Secretary
Board of Trade
London.

Sir,

I beg to submit to your notice the enclosed information regarding a "bottle message" thrown overboard in mid-Atlantic.

The original papers are in my possession here, having been forwarded to me by my Mother to whom the "message" was addressed.

I have the honour to be,

Sir,

Your obedient servant,

(Sd.) Robt. G. Hutchison.

R

Any *further* communication should be addressed to:—
THE ASSISTANT SECRETARY,
(MARINE DEPARTMENT),
And the following letter and number should be quoted:—
M 23180.

Telegraphic Address.
BOARD TRADE, MARINE,
LONDON.

BOARD OF TRADE

METEOROLOGICAL OFFICE
13 OCT 1910
M03402

MARINE DEPARTMENT,
7, WHITEHALL GARDENS,
LONDON, S.W.

12th October, 1910.

Sir,

I am directed by the Board of Trade to transmit to you the enclosed bottle message which was thrown overboard from the S.S."Trygon" and was picked up on the 19th ultimo at St Anne, Penpoul, near Roscoff, France.

I am,

Sir,

Your obedient Servant,

Walter J. Howell

The Director,

Meteorological Office,

Victoria Street,

S. W.

B*

E.R.

METEOROLOGICAL OFFICE
13 OCT 1910 with
M03402

LONGITUDE, AND ABSTRACT LOG OF.....................

Date.	Observed Longitude at Noon.	Distance Run.	Wind.—force and direction of	Remarks.

This bottle was thrown
over board at sea 240 miles WSW
of coningbeg light-ship on the
4 day of june 1910 & anyone
finding the same will please
report to J. Price fisherman
8 north church street fleetwood
will be rewarded. & please
state were picked up.

it is only as an experement
as to the drift of the tides

S.S. Trygon

240 miles WSW of Coningbeg Lt. V. = 50° 30′ N 12° 33′ W
Roscoff = 48 45 N 3 58 W
105 S 515′ = 334 mile

Drift = S 72½ E 350 miles

METEOROLOGICAL OFFICE
13 OCT 1910
with
M03402

LONGITUDE, AND ABSTRACT LOG OF..............................

Date.	Observed Longitude at Noon.	Distance Run.	Wind.—force and direction of	Remarks.

This bottle was thrown over board at sea 240 miles WSW of coningbeg light-ship on the 4 day of june 1910 & anyone finding the same will please report to J. Price. fisherman 8 north church street fleetwood will be rewarded. & please state were picked up.

It is only as an experement as to the drift of the tides

SS Trygon

240 miles WSW of Coningbeg Lt. V. = 50° 30′ N 12° 33′ W
Roscoff = 48 45 N 3 58 W
105 S 515′ = 334 miles

Drift = S 72½ E 350 miles

Case: 119.
T.M.
P.C. 1276 13/10/10. A.T.
P.C. 1280 J. Price. 13/10/10. A.T.

Telegraphic Address:
LLOYD'S
LONDON
Telephone:
680 CENTRAL

19 NOV 1910

One enclosure

METEOROLOGICAL OFFICE
22 NOV 1910
M03865

It is requested that all communications on this subject may be addressed to
THE SECRETARY,
LLOYD'S,
ROYAL EXCHANGE,
LONDON. E.C.
D/

LLOYD'S,

18th November, 1910.

The Secretary of Lloyd's presents his compliments to the Hydrographer of the Admiralty, and begs to enclose herewith copy of a letter received from Lloyd's Sub Agent at La Palma with reference to Ocean Currents, in case the same should be of interest to the Department.

No acknowledgment of this letter is required unless the Hydrographer of the Admiralty should wish to obtain any further information.

Referred to the Meteorological Office for information
W. D. Barber
for Hydrographer
21/11/10

COPY.

METEOROLOGICAL OFFICE
22 NOV 1910
with
M03865

3rd November, 1910.

OCEAN CURRENTS

Dear Sirs,

On 17th September a lifebuoy was picked up by fishermen on the shore here belonging to the S.S. "TANGESTAN" of Swansea. I informed Owners of this, at the same time advising that the Ayudante de Marina wished instructions as to its disposal. I have a reply abandoning any claim to the article and stating that the nearest point the " TANGESTAN" could have been to La Palma was when she passed Cape St. Vincent, Portugal, on the 16th August, bound East. The current must therefore have carried the Buoy a distance of some 710 miles in 30 days or less --- a knot per hour. Probably the matter is of no interest, but I mention it in case it should be.

I am,
Dear Sirs,
Very faithfully Yours,
(Signed) R. Fyfe Millar.

Messrs Hamilton & Co.
Teneriffe.

Case: 119.

I.M. Current normal, according to Current Chart. C.H.

Campbell Hepworth.

W. [illegible]

COPY.

METEOROLOGICAL OFFICE
22 NOV 1910
with
M03865

3rd November, 1910.

OCEAN CURRENTS

Dear Sirs,

On 17th September a lifebuoy was picked up by fishermen on the shore here belonging to the S.S. "TANGESTAN" of Swansea. I informed Owners of this, at the same time advising that the Ayudante de Marina wished instructions as to its disposal. I have a reply abandoning any claim to the article and stating that the nearest point the " TANGESTAN" could have been to La Palma was when she passed Cape St. Vincent, Portugal, on the 16th August, bound East. The current must therefore have carried the Buoy a distance of some 710 miles in 30 days or less --- a knot per hour. Probably the matter is of no interest, but I mention it in case it should be.

I am,
Dear Sirs,
Very faithfully Yours,
(Signed) R. Fyfe Millar.

Messrs Hamilton & Co.
Teneriffe.

METEOROLOGICAL
OFFICE
11 MAY 1911
M.01517

HARBOUR MASTER'S OFFICE,

TRINIDAD,

20th April, 1911.

Sir,

I have the honour to forward herewith a paper from the Master of the s.s. "KHARTOUM" which was found in a bottle on the beach at Icacos on the south coast of this Island, on the 28th ultimo.

I have the honour to be,
Sir,
Your obedient servant,

H. B. Saunders.
Harbour Master.

The Director,
Meteorological Office,
63, Victoria Street,
London, S. W.

CASE 119

P.C. 1102
Capt. Wilson. 11/5/11. A.T.

P. send form 057

P.C. 1099
11/5/11. A.T.

Rd.

Bottle drifted S.87°W. 2045 miles in
158 days at rate of 12.9 miles a day.

Bottle despatched 11° 34' N. 27° 17' W.
Picked up Icacos } Trinidad } 10° 13' N. 61 56 W.

S.S. Khartoum Capt.
C. A. Wilson, Duncan
The Gordon S.S. Co. 36
Lime St. E.C.

[illegible signature]

(Copy of M.O. 1517 recd 11.5.11)

METEOROLOGICAL OFFICE 11 MAY 1911

Oct 21 1910

S S Khartoum

Messrs R Gordon

Lat 11.34 N
Long 27.17 W

Bar - 29.84
weather - moderate
hard squalls rain
& bar

C A Wilson
Master

with M.O1517

Harbour Master's Office
Trinidad.
20th April 1911.

Sir,

I have the honour to forward herewith a paper from the Master of the S.S. Khartoum, which was found in a bottle on the beach at Icacos on the south coast of this Island, on the 28th ultimo.

I have the honour to be,
Sir,
Your obedient servant.
(Signed) J. B. Saunders
Harbour Master.

The Director
Meteorological Office
London SW.

Bottle drifted S. 84° W. 2045 miles in 158 days at rate of 12.9 miles a day.
Bottle despatched 11° 34' N. 27° 14' W. Oct 21st 1910.
Picked up Icacos Trinidad 10° 3' N. 61° 56' W. 28th March 1911.
S.S. Khartoum, Captain C. A. Wilson
Owners:- The Gordon S.S. Co., 36, Lime Street, E.C.

S.S. Khartoum

METEOROLOGICAL OFFICE 15 MAY 1911

Port of Tyne Dock

13 May/11 19

to
Marine Superintendent
Meteorological Office
London SW.

Dear Sir

I am in receipt of your letter dated 11th May/11 for which I thank you as this is one of many that I have put over. Thanking you kindly for acknowledging same and would be pleased if you would forward me a chart & Bottle papers & Etc.

I remain
Yours truly
C. A. Wilson
Master

Address
447 Stanhope Rd
Tyne Dock
South Shields

BURNS PHILP LINE,
AUSTRALIAN-PACIFIC MAIL STEAMERS.

On Board S.S. "Matunga"
At Brisbane
April 23rd 1911

METEOROLOGICAL OFFICE
7 JUN 1911
M.01810

The Director Marine Dept

Sir.

The enclosed letter was picked up by a native "boy" of Rossel Isd (S.E. New Guinea) in a bottle, & brought to a planter Mr Osborn of that island, he in turn sent it on to the Resident Magistrate of Samarai, who thought perhaps it would be of interest to myself — I have tried to get the English of the contents but no one about New Guinea can decipher it, it appears to be somewhat of a mixture.

However it was picked-up on Jany 15th 1911, & evidently was thrown into the sea on May 2nd 1910. at Noumea

I am Sir

Yours fthfully

S. Mortimer Master "Matunga"

METEOROLOGICAL
OFFICE
21 AUG 1911
M.02646

Chau
Manawatu Line
North Island
New Zealand
July 12th 1911

Meteorological Office.
Westminster
London.

Enclosed find chit forwarded to You (as asked.) it was picked up by me on the Beach about 10 Miles North of the Otaki River, or about 50 Miles North of Wellington, on the West Coast of the North Island. it was found on 11th of July. 1911. & had only washed up that day. Hoping it arrives safely.

I remain
Yours Sincerely
G. W. Duncan.

Detached from M.O 2646

THE
New Zealand Shipping Company's
STEAMSHIP
Wakanui
Jany 12th 1910
Latitude 45° . 7 S
Longitude 149 . 30 E
Dist. Run ______ Miles

______

H. E. Bower. COMMANDER.

CASE 119

Drifted N.) SE. 1075 miles (in 575 days) or about two miles a day.

P.C. 117 23/8/11. A.T.
C/ptain Bower.

P.C. 117 23/8/11. A.T.

C.H.

Bottle paper detached & [illegible] Manawatu Beach C.H.

This bottle was thrown overboard with the object of ascertaining the direction and rate of Ocean Currents. Please forward this chit (stating when and where found) to the

Meteorological Office
Westminster
London
England

M.02646

H. R. Bowers.

12.1.10

B.

Any *further* communication should be addressed to:—
THE ASSISTANT SECRETARY,
(MARINE DEPARTMENT).
And the following letter and number should be quoted:—
M. 1050
Telegraphic Address.
BOARD TRADE, MARINE,
LONDON.

METEOROLOGICAL OFFICE
13 JAN 1912
MO 180

MARINE DEPARTMENT,
7, WHITEHALL GARDENS,
LONDON, S.W.

12th January, 1912.

Sir,

I am directed by the Board of Trade to transmit to you the accompanying copy of a bottle message, which has been sent to this Department by the British Vice Consul at Guadeloupe, West Indies, having been picked up at Anse Dumont, District of Gosier, in that island, and purports to have been thrown overboard from the S.S. "Trebia".

I am,

Sir,

Your obedient Servant,

Walter J. Howell

The Director,
Meteorological Office,
Exhibition Road,
S.W.

(y) M. 1050

W. Allinson Bell.

MEMORANDUM.

S.S. "Trebia", February 20th, 1911.

Lat. 25°, 45' North.

Lon. 16' 30° West,

(Signed) A. L. STOWATT.

Master.

S.S. "Trebia"
c/o Steamship "Trebia" Co. Ltd.
Rothesay
Kings Co.
New Brunswick.

B..

1

CASE 119

Gosier, Guadeloupe is in 16° 11' N. 61° 32' W.
∴ Drift = S. 77° 11' W, 2587 miles.
? No. of days, say about 300 at most
= 8.6 mls. per day

Answered.15/1/12.A.T.

Answered.15/1/12.A.T.
Capt.A.L.Stowatt.

Campbell Hepworth.

A.T.

119/0180.

15th. January, 1912.

Bottle Message.

Sir,

I am directed to inform you that a bottle message which purports to have been thrown over-board from the S.S. "Trebia" on the 20th February 1911, in Lat. 25°45'N., Long. 16°30'W., has to-day been received at this Office. It was picked up at Anse Dumont, District of Gosier, Guadeloupe, West Indies, and sent by the British Vice Consul at that Island to the Board of Trade. Gosier, Guadeloupe, being in 16°11'N. 61°32'W. bore S.77°11'W. from the "Trebia" when the bottle was thrown over-board, and it was 2587 miles distant. The date on which the bottle was found is not stated.

I am,

Sir,

Your obedient servant,

Marine Superintendent.

Captain A. L. Stowatt,
S.S. "Trebia",
C/o Steamship "Trebia" Company, Limited,
R o t h e s a y,
Kings County,
NEW BRUNSWICK.

A.T.

119/0180.

15th. January, 1912.

M.1050.

Bottle Message.

Sir,

I am instructed by the Director to acknowledge with thanks the receipt of your letter of the 12th instant transmitting a copy of a bottle message from the S.S. "Trebia", which was sent to your Department by the British Vice Consul at Guadeloupe, West Indies, having been picked up at Anse Dumont in that island.

I am,

Sir,

Your obedient servant,

Marine Superintendent.

The Assistant Secretary,
(Marine Department),
BOARD OF TRADE,
7, Whitehall Gardens,
London, S.W.

W.

Any *further* communication should be addressed to:—

THE ASSISTANT SECRETARY,
(MARINE DEPARTMENT),

and the following letter and number should be quoted:—

M. 6411.

Telegraphic Address.

BOARD TRADE, MARINE,
LONDON.

METEOROLOGICAL OFFICE
6 MAR 1912
M.O 882

MARINE DEPARTMENT,
7, WHITEHALL GARDENS,
LONDON, S.W.

5th March, 1912.

Sir,

I am directed by the Board of Trade to inform you that they have received a report from the Receiver of Wreck at Lerwick stating that a small oak keg, branded "Antarctica Sao Paulo" on one end and "Antarctica" on the other end, was picked up at Score Sound on the East side of Bressay on the 21st of February last and that a similar cask, stated to be marked "Adriatic Sao Paulo" (possibly "Antarctica Sao Paulo") was picked up at Baltasound, Island of Unst on the 23rd of February last and that the Receiver is of opinion that these kegs may be buoys sent of from some Scientific Research Station, in connection with currents.

I am, Sir,

Your obedient Servant,

Walter J. Howell.

The Director,
Meteorological Office,
Exhibition Road,
South Kensington,
S. W.

G.R.

A.T.

119/0882.

7th. March, 1912.

Acknowledging Receipt of Report.

Sir,

I am instructed by the Director to acknowledge with thanks the receipt of your letter (M.6411) of the 5th instant, respecting a report from the Receiver of Wreck with reference to two small oak kegs that were picked up last month, one of them at Score Sound and another at Baltasound. I am to say that the information will be published in the next number of the "Monthly Meteorological Charts for the North Atlantic and Mediterranean", issued by this Office.

I am,

Sir,

Your obedient servant,

C.H.

Marine Superintendent.

The Assistant Secretary,
Marine Department,
BOARD OF TRADE,
7, Whitehall Gardens,
London, S.W.

Any *further* communication should be addressed to:—

THE ASSISTANT SECRETARY, (MARINE DEPARTMENT),

and the following letter and number should be quoted:—

M. 6,929

Telegraphic Address.

BOARD TRADE, MARINE, LONDON.

BOARD OF TRADE

MARINE DEPARTMENT,
7, WHITEHALL GARDENS,
LONDON, S.W.

METEOROLOGICAL OFFICE
25 MAR 1912
Mo. 882 (2)

23rd March, 1912.

Sir,

With reference to your letter of the 7th of March and previous correspondence respecting two small oak kegs picked up at Score Sound and Baltasound, I am directed by the Board of Trade to inform you that they have received a further report from the Receiver of Wreck at Lerwick stating that three similar kegs were found one on the 24th February at Ness of Gulberwick, near Lerwick, one on the 26th February at Trosswick, Dunrossness, Shetlands, and the other on the 4th March at South End, Balta Island, Shetlands.

I am,

Sir,

Your obedient Servant,

Walter J. Howell

The Director,
Meteorological Office,
South Kensington,
S. W.

G.R.

A.T.

119/0882(2).

25th. March, 1912.

Report from Lerwick.

Sir,

I am directed to acknowledge the receipt of your letter (M.6,929) of the 23rd instant, respecting a further report from the Receiver of Wreck at Lerwick, with reference to kegs washed ashore at places named in the Shetland Islands. I am to express the Director's thanks for this information, and to say that it will be published in the next issue of the "Monthly Meteorological Charts of the North Atlantic and Mediterranean".

I am,

Sir,

Your obedient servant,

C.H.

Marine Superintendent.

The Assistant Secretary,
Marine Department,
BOARD OF TRADE,
7, Whitehall Gardens,
London, S.W.

METEOROLOGICAL
OFFICE
10 APR 1912
M01240

69 Mount Road
Hr Tranmere
Birkenhead
April 6th - 1912

To the
Superintendent
Meteorological Office
London S.W.

Dear Sir

The enclosed note sent adrift in a sealed bottle upon my homeward passage has been forwarded as requested, after being found upon the French Coast.

You will observe the geographical position from which despatched, and where found, also the respective dates, having drifted in an E by N (true) direction about - say - 1075'. The time elapsed being 4 3/4 months.

Presuming it to have been found upon arrival, I estimate the ~~daily~~ rate to have been about 7½' daily.

In connection with the foregoing report, I may mention another instance which occurred a few years ago.

I despatched a note enclosed in a sealed bottle when about 90 - or 100' -

Answered

2/ M01240

S.S.E. of the Falkland Islands, in July 1905. In June 1907 it was found upon the Coast of King Island, Bass' Strait - South Australia: having traversed the distance across the Southern Ocean, about - say - 8300' in 23 months, in an E½N (true) direction (mean).

This figures about 360' per month, or an average of 12' daily. i.e. supposing the bottle was found very soon after arrival on Shore.

The notification was sent me by a Mr Frank Jackson; the address given being, King Island - Bass Strait Tasmania.

Hoping these instances of Ocean Currents may prove both useful and interesting.

Please return the enclosed after perusal.

Yours Faithfully

Benjamin F. Cannon

late Master "Marlborough Hill"
of Liverpool.

CASE 119

Answered. 17/4/12. A.T.

69 Mount Road

[illegible]

April 6 - 1912

To the Superintendent

Meteorological Office

London S.W.

Dear Sir

[illegible]

G.R.

A.T.

119/1840.

17th. April, 1912.

Bottle Message.

Dear Sir,

I am directed to acknowledge with thanks the receipt of your interesting letter of the 6th instant enclosing a note thrown over-board from your Ship the "Marlborough Hill", during her homeward voyage, in a sealed bottle. The difficulty of gaining accurate knowledge of currents from the drift of marked bottles lies in the fact that if they are sufficiently weighted to present little resistance to the wind they sink when barnacles adhere to them. It is the resultant drift, moreover, during an unknown period, not the direction and velocity of the different currents they encounter, that they tell. Bottle messages might, however, in my opinion prove of value to shipping were the drifts of a very large number drafted on Ocean charts. The drifts of over-due Steamers that have broken down might thus to some extent be traced.

I am, dear Sir,

Yours faithfully,

[signature]

Marine Superintendent.

Captain B. F. Cannon,
69, Mount Road,
T r a n m e r e ,
BIRKENHEAD.

METEOROLOGICAL
OFFICE
14 MAY 1912
M01698

Harbour Master's Office,

Georgetown,

20th April 1912

M01698

Sir,

I have the honour to inform you that a bottle sealed with pitch was picked up at the mouth of the Mahaicony River (Lat: 6.39 N, Long: 57.50 W) in this Colony on the 13th instant.

The bottle contains a paper on which is written

S.S. Elm Branch
January 3rd 1912

Latitude 11.36 N
Longitude 26.53 W

Light N.E Trades, Mod Swell, Fine & Clear, there is no signature.

I have the honour to be,
Sir,
Your Obedient Servant,

C.H.J. Linney
Dpty Harbour Master

Commander. M.W.Campbell Hepworth C.B, R.D, R.N.R.
Marine Superintendent
Meteorological Office

1 CASE 119

Drifted S 81° W, 1860 miles in 101 days (or less)
Average Rate - at least 18·4 miles per day
N.K. 14/5/12.

Ansd. 17/5/12. A.T.

S.S. "Elm Branch". 17/5/12. A.T.

G.R.

A.T.

119/1698.

17th. May, 1912.

Bottle Message.

Sir,

I acknowledge with thanks the receipt of your letter of the 20th ultimo, with reference to a sealed bottle which was picked up at the mouth of the Mahaicony River, British Guiana, on the 13th ultimo, and was found to contain a message from the S.S. "Elm Branch".

I have the honour to be,

Sir,

Your obedient servant,

A.H.

Marine Superintendent.

The Deputy Harbour Master,
Harbour Master's Office,
G E O R G E T O W N ,
BRITISH GUIANA.

A.T.
119/1698.

17th. May, 1912.

Bottle Message.

Sir,

I am instructed by the Director to inform you that information has been received from Deputy Harbour Master at Georgetown, British Guiana, to the effect that a sealed bottle was picked up on the 13th ultimo at the mouth of the Mahaicony River (Latitude 6°39'N., Longitude 57°50'W.), containing a paper on which the following is written:- "S.S. Elm Branch, January 3rd 1912. Latitude 11°36'N. Longitude 26°53'W. Light N.E. Trades, Moderate Swell, Fine and Clear".

I find that the resultant drift of this bottle was S.81°W., 1860 miles, which was accomplished in 101 days or less at an average rate of at least 18·4 miles per day.

I am,
Sir,
Your obedient servant,

C.H.

Marine Superintendent.

The Commanding Officer,
S.S. "Elm Branch",
The Nautilus Steam Shipping Co. Ltd.,
SUNDERLAND.

14.V.12

HYDROGRAPHIC DEPARTMENT 14 MAY 1912

Harbour Master's Office,

Georgetown,

20th April 1912

METEOROLOGICAL OFFICE
18 MAY 1912
No. 1698 (2)

Sir,

I have the honour to inform you that a bottle sealed with pitch was picked up at the mouth of the Mahaicony River (Lat: 6.39 N, Long: 57.50 W) in this Colony on the 13th instant.

The bottle contains a paper on which is written

S.S.Elm Branch
January 3rd 1912
Latitude 11.36 N
Longitude 26.53 W
Light N.E Trades, Mod Swell, Fine & Clear,
there is no signature.

I have the honour to be,
Sir,
Your Obedient Servant,

L.H.J. Tinney.
Dpty Harbour Master

Rear Admiral H.E.P. Cust C.B
Hydrographer.

Referred to Meteorological Office
for Hydrographer
A.M. Butler
16 May 1912.

METEOROLOGICAL
OFFICE
20 MAY 1912
M.01765

Til
Det meteorologiske
kontor
Syd Kensington
England

En flaske med hoslagte papirer i er funden den 5te mai iaar i Meløyvær i Senjen, det sydlige av Tromsø amt, Norge.

Meløyvær i Senjen, Norge
den 10-5-1912
Ærbødigst
M. Martinsen

Melöver 66 49 N.
13 20 E.

Capt. Wilson. 28/5/12. A.T.

1

CASE 119

Picked up 5th May o Melöorn 66 49 N 13 20 E

Probable drift about 900 miles; Westward with N. Sea [illegible] Northward up the coast of Norway.

164 days or [illegible]

Average rate 5.5 miles per day

Campbell Hepworth.

H.K.
20/5/12

Capt. C. A. Wilson.
S.S. "Khartoum"
447 Stanhope Road
Tyne Dock
S. Shields.

G. R.

A.T.

119/1765.

28th. May, 1912.

Recovery of Bottle Message.

Dear Sir,

I am directed to inform you that a bottle was picked up on the 5th instant at Melöver on the coast of Norway in Latitude 66°49'N. Longitude 13°20'E. containing two papers. On one of these a position at Noon is stated under the date 23rd November 1911, and the name of the vessel S.S. "Khartoum", viz.- 57°30'N. 9°23'E., signed C. A. Wilson, Master. On the other is written the following note in pencil:- "Only drift message, all well. C. A. Wilson, Master".

The probable drift of the bottle is about 900 nautical miles with the outflow from the Skagerrak and counter current flowing to the northward. It made the passage in 164 days, or at an average speed of at least 5·5 miles per day.

I am, dear Sir,

Yours faithfully,

C.H.

Marine Superintendent.

Captain C. A. Wilson,
447, Stanhope Road,
Tyne Dock,
SOUTH SHIELDS.

s/s "Bechuana"

at Sea

Sept 24th 1907

No 3

METEOROLOGICAL OFFICE
10 SEP 1912
M.O3368

Thrown overboard from

S.S. "BECHUANA"

Latitude 35° 00' NORTH

Longitude 19° 4' WEST

at Midnight

September 24th

1907

R. W. Crome
Master

---

s/s "Bechuana"

at Sea

Sept 24th 1907

M.O3368

Whoever opens this bottle kindly forward the enclosed paper to the

Meteorological Office
63 Victoria Street
London
England

with date & place of finding

Gevonden te Breedene a/zee den 7ste September 1912 aan Kilometer paal 34k400 om 3 ure 1/2 's nachts; er kleefden mosselen aan de flesch,

adres des vinders;

G. C. Declercq tolbeambte "Vuurtorensteenweg 35"

Vuurtorensteenweg, 35. Oostende
België

Breedene is close to Ostende
51° 15' N. 2° 57' E.

Nearly 5 18 years adrift

Ackd by forms

Campbell Hepworth.

CASE 119.

Ackgd. to Capt Crome, and, Mr. G.L. Declercq.

A.K. 11.9.12.

s/s Griqua
at Suez
Sept 29th. 12.

METEOROLOGICAL OFFICE
8 OCT 1912
M.O. 3368 (2)

Marine Superintendent
Meteorological Office
London S.W.

Dear Sir

I acknowledge receipt of your letter 11/9/12 M.O. 3368 re bottle paper thrown overboard by me from S.S. Bechuana on Sept 24th 1907. I thank you very much for the trouble you have taken in the matter. This bottle was one of a series, & such a long time having elapsed I have lately destroyed the records, I should be extremely obliged if you will give me the Latitude & Longitude stated on the paper. Thanking you in anticipation

I am Sir
Yours faithfully
R. W. Crome
Master S/S "Griqua"
Bucknall S/s Lines Ltd
23 Leadenhall Street

G. R.

A.T.
119/3368.

10th. October, 1912.

Dear Sir,

In reply to your letter of the 29th ultimo from Suez, the bottle message to which you refer was thrown overboard at Midnight on the 24th September 1907 from the S.S. "Bechuana", then under your command, when in Latitude 35°0'N., Longitude 19°4'W. It was picked up near Ostend on the 7th September 1912 in Latitude 51°15'N., Longitude 2°57'E.

I am, dear Sir,
Yours faithfully,
[signature]
Marine Superintendent.

Captain R. W. Crome,
S.S. "Griqua",
Bucknall Steamship Lines,
23, Leadenhall Street,
E. C.

S/S "Clan Macintosh" M.O 300
Glasgow.

Master. W. J. Lennox.

[W]ednesday. 18th December 1912. At Sea.
Latitude Obs at Noon. 12° 05'N
Longitude Obs at Noon. 48° 31'E

If found, kindly forward name, date
& position given & date & position found
- to - The Meteorological Office
South Kensington
London

No. 33 of 1913.

PORT OFFICE,

Aden 8th. January 1913.

From,

THE PORT OFFICER,

ADEN.

To,

1

The Meteorlogical Office,

South Kensington,

London.

CASE 119.

METEOROLOGICAL OFFICE 18 JAN 1913 M.O 300

Sir,

I have the honour to forward a note found in a bottle about 4 miles off Marshag on the 3rd instant at about 5 p.m. by a fisherman named Rajab bin Ahmed Ba Obali who brought it to my Office - on the 4th. instant.

I have the honour to be,

Sir,

Your most obedient servant,

C Sinclair

Commander, R.I.M.,

Port Officer, Aden.

S/S "Clan Macintosh" M.O 300
Glasgow.

Master. W. J. Lennox.

[W]ednesday. 18th December 1912. At Sea.
Latitude Obs at Noon. 12° 05' N
Longitude Obs at Noon. 48° 31' E

If found, kindly forward name, date & position given & date & position found
to - The Meteorological Office
South Kensington
London.

[An]swered. 22/1/13. A.T.

Ras Marshag is in 12°45'N. 45°3'E.
Bottle thrown over in 12°5'N. 48°31'E.
Drift = N 79° W, 207 miles.
18th Dec. 1912 to 3rd Jany. 1913 = 16 days
∴ Average Rate = 13 miles per day (at least)

N.K. 18/1/13.

Campbell Hepworth

Ras Marshag is in 12°48'N. 45°3'E.
Bottle thrown over in 12°5'N. 48°31'E.
Drift = N 79° W, 207 miles.
18th Dec. 1912 & 3rd Jany. 1913 = 16 days
∴ Average Rate = 13 miles per day (at least)
A.K. 18/1/13.

A.T.
119/0300.

22nd. January, 1913.

Sir,

I am directed to acknowledge the receipt of your letter of the 8th instant enclosing a note found in a bottle by a fisherman about four miles off Marshag onnthe 3rd instant, and brought to your Office on the 4th . I am to express the Director's thanks to you for forwarding this note.

I have the honour to be,
Sir,
Your most obedient servant,

Marine Superintendent.

Commander C. Sinclair, R.I.M.,
Port Officer,
A D E N .

G.R.

A.T.

119/2157.

14th. May, 1913.

Dear Madam,

I am directed to acknowledge the receipt of your letter of the 12th instant enclosing a "bottle paper" picked up by yourself at Thurlestone Sands. I am to express the Director's thanks to you for forwarding the same.

I am, dear Madam,

Yours faithfully,

CH

Marine Superintendent.

Miss Enid Hollis,
Rock House,
Thurlestone Sands,
Near KINGSBRIDGE,
SOUTH DEVON.

METEOROLOGICAL OFFICE
14 MAY 1913
M.02157

1 CASE 119

Dear Sirs

I found the enclosed in a sealed bottle on the sands here this afternoon & I forward it to you as requested.

Yours truly

Enid Hollis

May. 12. 13.

Rock House
Thurlestone Sands
Nr. Kingsbridge
South Devon.

Campbell Hepworth

Note. Please write on one side only.

R. ROPNER & Co. STEAMSHIP OWNERS · WEST HARTLEPOOL · R. R. & Co.

METEOROLOGICAL OFFICE
14 MAY 1913

S/S

Port of — Dock or Berth

Hour — a/p M. — 190

Mess.rs December [illegible]

Dear Sirs.

[illegible]

[illegible] 29.5 [illegible]

Lat 41° 40' N
Long 54° 0? W

Finder please forward to Meteorological Office

Republica dos Estados Unidos do Brazil

BILHETE POSTAL

NESTE LADO SÓ O ENDEREÇO

BRAZIL CORREIO

50 REIS

The British Meteorological Office.

Londres.

Inglaterra.

AMERICAN BANK NOTE CO NEW YORK

Rioformoso, 27 de Setembro de 1913.

Foi encontrado, na praia de Tamandaré deste Municipio o officio seguinte.

"British Steamer Thespis

Lampert & Holt Line.

(Off. nº 115273 of Liverpool)

Liverpool.

Wednesday August 27th 1913. This bottle was thrown into the sea at noon on the above date in {Lat. 11º 17' south / Long. 35º 30' west}. Finder please inform the Weather Bureau - Washington D.C. U.S.A. or The British Meteorological Office - London - England. - of the position wher this bottle was found.

Oblige. H. Pianowsko. 3rd Off. S/s Thespis - S/s Thespis on voyage from Santos to Barbados,

J. Soares
Informante
Pernambuco, Brasil. Rioformoso

CASE 119

104778

20 OCT. 1913

METEOROLOGICAL OFFICE

Campbell K. Hewitt

Ans 21/10/13 DMB

D.M.B. ✓

119/4778.

21st October, 1913.

Sir,

I am instructed by the Director to acknowledge with thanks the receipt of your post card with reference to a bottle message that was thrown into the sea from the S.S."Thespis" in latitude 11° 17'S., longitude 35° 30'W. on 27th August last, and was picked up at Tamandaré on the coast of Brazil on September 27th last, for which the Director is obliged.

I am,

Sir,

Your obedient servant,

GH

Marine Superintendent.

J. Soares, Esq.,
Rio Formoso,
Pernambuco,
BRAZIL.

D.M.B. ✓

S.1.

21st October, 1913.

Dear Sir,

I am directed to inform you that a bottle message thrown out to sea by you from the S.S."Thespis" on the 27th August last in latitude 11°17'S. and longitude 35° 30'W. was picked up at Tamandare on the coast of Brazil on the 27th of the following month, having drifted a distance of 156 miles in 31 days or less, at an average rate of at least 5 miles per day.

I am,

dear Sir,

Yours faithfully,

GH

Marine Superintendent.

Mr. H. Pianowski,
Third Officer of
S.S."Thespis".
Lamport & Holt Line,
LIVERPOOL.

CASE 119

Any *further* communication should be addressed to:—
THE ASSISTANT SECRETARY, (MARINE DEPARTMENT),
And the following letter and number should be quoted:—
M. 6527.

Telegraphic Address.
BOARD TRADE, MARINE, LONDON.

BOARD OF TRADE,
(MARINE DEPARTMENT),
7, WHITEHALL GARDENS,
LONDON, S.W.

METEOROLOGICAL OFFICE
11 MAR.1914
M.01090

10th March, 1914.

Ans 12/3/14.

Sir,

I am directed by the Board of Trade to transmit to you the accompanying copy of a letter and enclosure forwarded to this Department by Major H. M. Kersey, of the Canadian Pacific Railway Company, respecting a life-buoy lost overboard from the S.S."Empress of Russia" on the 24th September last in Latitude 41 35' N. and Longitude 153° E., and picked up on Prince of Wales Island about the 1st December last.

E.

I am,

Sir,

Your obedient Servant,

Graham Roper

The Director,
Meteorological Office,
Exhibition Road,
South Kensington, S.W.

(Copy) M.6527.

The Assistant Secretary,
Marine Department,
Board of Trade.

CANADIAN PACIFIC RAILWAY CO.,

Vancouver, B.C. 13th Feb.1914.

METEOROLOGICAL OFFICE
11 MAR.1914

F. E. Ryus, Esq.,
Can. Pac. S.S. Agent,
Ketchikan, Alaska.

Dear Sir,

Captain Troup has forwarded your letter to me regarding the life buoy picked up at Adams Point, Prince of Wales Island, and marked with the name of the "Empress of Russia".

On September 24th last year the "Empress of Russia" lost a life buoy in Lat. 41 35' North and Long. 153.0' East. This would make it 2,940 miles from Adams Point.

You state that the buoy was picked up about December 1st.; this would give about 70 days or an average of about 40 miles a day.

I should have had some doubt of this rapid travelling if it were not for the experience that the bottles thrown overboard from the "Empresses" and addressed to the Hydrographic Office, Washington, gives us.

I think, if I remember rightly this record for speed has been broken or equalled.

E.

Yours truly,

(Sgd) E. Beetham.

Marine Superintendent.

(Copy) M.6527.

The Assistant Secretary,
Marine Department,
Board of Trade.

Ketchikan, Alaska.

5th February, 1914.

Capt. J. W. Troup, Gen. Manager,
B. C. Coast Service,
Victoria, B.C.

METEOROLOGICAL OFFICE 11 MAR. 1914

Dear Sir,

I have in my office which I secured from a party here, who in turn had procured it from a beachcomber, a life-buoy with the name "EMPRESS OF RUSSIA, LONDON" upon it.

This buoy was picked up at Pt. Adams, Prince of Wales Island, about twenty-five miles from Ketchikan, and I am displaying it here as a souvenir. Curiosity prompts me to enquire of your office whether or not it will be possible to ascertain from the Captain or Officers of the "Empress of Russia" where, if they know, this was lost overboard from their vessel, or under what conditions it may have gotten overboard.

The condition of the buoy is good, the paint having been but slightly broken on it, and the name, while marred, is quite legible, though the buoy must have been tossed by the wind and the waves for a considerable time, and according to our calculations drifted not less than four hundred and fifty miles to where it finally drifted ashore. It was picked up about the 1st of December last year. If correct information regarding this can be obtained without too much trouble it will be greatly appreciated.

Yours truly,
(Sgd) F.E.Ryus.
Agent.

G.R. 1 DMB.

119/1090

12th March, 1914.

No. M.6527.

Sir,

I am instructed by the Director to acknowledge with thanks the receipt of your letter of the 10th inst., enclosing copies of two communications with reference to a life buoy which was lost overboard from the S.S."Empress of Russia" and was picked up on Prince of Wales Island having drifted, it is stated, a distance of 2940 miles at an average rate of 40 miles a day. It appears almost incredible that the buoy should have drifted at that rate between the positions given. We have no records of currents of half the velocity in those regions.

I am, Sir,

Your obedient servant,

C.H.

Marine Superintendent.

The Assistant Secretary,
(Marine Department)
Board of Trade,
7, Whitehall Gardens,
S.W.

D.M.B.

119/3929.

24th September, 1914.

Sir,

I am instructed by the Director to acknowledge the receipt of your letter of the 2nd September last, enclosing a bottle message paper which was picked up by you in Bird Island Sound on September 1st. I am to express the Director's thanks to you for the same.

I am,

Sir,

Your obedient servant,

CH

Marine Superintendent.

Mr. Walter J. Blaise,
Post Office,
VENICE,
Louisiana,
U.S.A.

METEOROLOGICAL OFFICE 1 8 SEP. 1914

CASE 119

M.03929

Ans. 24/9/14

(Venice, La.
9/2/14.

Secretary:-
Please find inclose the full perticullars of a ship.
This note was found September 1st 1914 inside of Britton Isle Sound. Also in the inside of Bird Isle Sound. In the inside creeks of the Sea and the distance of 2 miles from the Mississippi River. And the distance of 28 miles from the Delta of the Mississippi River,
This note was badly damaged when I opeanid, by the air please let me know if this was so.
You Oblige
Yours respectfully
Walter J. Blaise.
Venice P.O.
Louisiana
(Louis Coast)

U... Castle Steamship Co.

R.M.S. "Walmer Castle."

Bound Outward.

Date 3rd Feby 1903.

Latitude 34 47 North

Longitude 13 14 West

Surface Temperature 59

Air Temperature 64½

Wind and Sea N.E. moderate

Current since yesterday N 22 E 14

Robinson

TO THE FINDER

Please send this paper by post to The Secretary, Meteorological Office, 63, Victoria Street, London, S.W., after filling in the following particulars:—

Where found

Date of finding September 1 14

Signature Walter J. Blaise.

Address Venice, La.

ROYAL METEOROLOGICAL SOCIETY,
70, VICTORIA STREET,
LONDON, S.W.

CASE 119.

TELEPHONE:
VICTORIA 2721

January 4th. 1915.

Letter 6/1/15.

METEOROLOGICAL OFFICE
5 JAN. 1915
M.O 59

The Director,
Meteorological Office,
South Kensington, S.W.

Dear Sir,

The accompanying letter with enclosures from Mr. Hedley Webster should, I think, have been forwarded to the Meteorological Office, and not to the Royal Meteorological Society, so I am sending them on to you.

Yours faithfully,

Wm Marriott

Assistant Secretary.

Campbell Hepworth

D.N.2.

119/59

6th January, 1915.

Dear Sir,

I am instrusted by the Director to acknowledge with thanks the receipt of your letter of the 4th inst. forwarding a communication with enclosures from Mr. Hedley Webster which was addressed to the Royal Meteorological Society in error.

Yours faithfully,

GH

Marine Superintendent.

The Assistant Secretary,
Royal Meteorological Society,
70, Victoria Street,
S.W.

G. R. D. C.

119

7th January, 1915.

Encl.

Dear Sir,

I am instructed by the Director to acknowledge with thanks the receipt of your letter of the 11th ultimo enclosing a bottle paper which was thrown overboard by you on the 24th September 1912 from the S.S. "Empress of Britain" while making a passage from Quebec to Liverpool, and was picked up on the West Coast of Iceland on the 4th June last; also a letter from the British Vice-Consul at Reykjavik who returned the missive. These documents, which are herewith enclosed, were forwarded by the Assistant Secretary of the Meteorological Society at 70, Victoria Street, because they were obviously intended for the Director of this Office.

The resultant drift of your bottle was North 31°30' East, 682 miles, occupying a period of not more than 568 days and travelling at an average rate of at least 1·2 nautical miles per day. This drift doubtless was the result of both wind and current, but from its direction and rate, which was not far from the normal, it was probably influenced chiefly by the latter and was diverted from the main direction of the Gulf Stream more by southerly winds than by winds from any other quarter.

In reply to your second question, an empty boat set adrift in the same position as that in which your bottle was launched

Hedley Webster, Esq.,
C/o Charles Illingsworth, Esq.,
4334, Prince Albert Street,
VANCOUVER,
British Columbia.

G. R.

was launched would be more influenced generally by wind than by current, nevertheless the resultant drift would be north-easterly not only on account of the direction of the Gulf Stream but also because the most persistent wind in the northern part of the North Atlantic is south-westerly.

I am, dear Sir,

Yours faithfully,

C.H.

Marine Superintendent.

CASE 119.

c/o Charles Illingsworth.
No 4334 Prince Albert St. Vancouver.
British Columbia. Canada.
December 11th 1914.

Letter 7/1/15.

METEOROLOGICAL OFFICE 5 JAN. 1915

To The Secretary.
Meteorological Society Offices.
London. England.

Dear Sir. Whilst making a voyage from Quebec, Canada, to Liverpool, England, via the north of Newfoundland on the 24th September 1912 last, the writer, Mr H. Webster, threw an empty ginger beer bottle over the stern of the vessel (i.e. the Canadian Pacific liner "Empress of Britain.") containing a written message. This message was eventually picked up on the west coast of Iceland, at a place called, Midnes, Faxaby (or Faxabay) & was sent back to me by Mr Asger Sigurdson, The British Vice Consul at Reykjavik, Iceland. (on June 4th/1914.

I acknowledged same to him, & sent him $1.25 (or 4 Kroner 62 øre, Icelandic money.) to reward the finder, for his, or her trouble.

The affair was indeed interesting to me, & I felt heartily convinced that the information regarding the course or drift of the currents in this case would be most useful to masters of ships, & in fact any mariners crossing the Atlantic Ocean. I wrote to Capt Jas A Murray,

Campbell McCarthy [signature]

at the Harbour Master's Office, Quebec, Canada, on July 19th, giving him full details of this incident. In his reply he says. Oct 9 1914. Dr Mr Webster, In reply to your most interesting letter of July 19th, I shall forward same on to The Meteorological Society, as this information is most valuable in showing the direction of the currents: in the North Atlantic (Thank you very much for your kind remarks concerning myself which I appreciate greatly.

I herewith enclose for your inspection the original message dated 24/9/1912 which was picked up, you will notice in one corner that a certain Richd A. Tuer, a 2nd class steward on "Empress of Britain SS," witnessed the throwing of the bottle overboard & signed the message accordingly.

I also enclose Mr Sigurdson's letter of June 4th (addressed to me at my old English home, 24. Merton Rd. Bootle nr. Liverpool. England. Please return both these to me by registered mail (cost 5c.)

If the Meteorological Society have any reward in the form of money which they would care to pay me in the shape of a small postal note, I should not be above accepting a very small sum, to cover the five shillings sent by me to the finder in Iceland. (though whether they ever get this money rests entirely with Mr Sigurdsen)

In a letter from the firm who uses the same kind of beer bottles, to that in which I threw my message over board

they write me as foll: Sept 25/1914. Dr Sir. "We are in receipt of your letter of 1st September, which is of considerable interest to us. We think the bottle you refer to must be similar to the one illustrated below, if so, the empty bottle weighs 1lb: 1oz: The thickness of the glass varies from $\frac{5}{32}$" at its thinnest, near the shoulder, to $\frac{5}{16}$" at its thickest. This is exclusive of the bottom, which is much thicker. We hope this information will be what you require, if not we shall be pleased to give you any further particulars we can, yours faithfully, Idris & Co. Ltd, Pratt St., Camden Town, London. N.W. (England.) Note It was in an "Idris" ginger beer bottle that my message was thrown over side of vessel. The cork was driven into neck of bottle fully 1" to 1½", then tied with string to the neck, & finally sealed with sealingwax, hence the wonderful state of preservation of the message. I was once shown some 4 or 5 years ago, a similar message picked up in Norway (thrown from vessel in mid Atlantic by a party named Hutchison.) Please note latitude 54:24. Longtitude 33:32. was the exact place where message was thrown overboard.

Can you tell me, Sir how long my message would approximately take to reach Hafnabay, Iceland from Sept: 24/1912? also if you think it possible that the bottle reached the Icelandic coast in winter of 1912-1913, & was then frozen into the drift ice? I have made

an effort to find out the name, age, & occupation of the finder of my bottle message, & now hold a 2nd letter from Mr Asgeir Siguirdson from Reykjavik dated Sept 18th to say that he has written to the Sheriff of Hafnarfjord for these particulars, & that as soon as he gets these, he will write me again, but nothing has come so far (unless his letter has gone astray)

Now, Sir, pardon my long letter, I hope & trust it may interest your big Society; I had not the faintest idea that I should ever receive my message back over the far seas, but so it came to pass. Is it the Gulf Stream current, or the wind, or what is it that takes my bottle to Iceland, would it have gone to the same place, supposing an empty boat had gone adrift, or a lifebelt, would they go to the same place as my bottle.? Then again, supposing a ship was lost sight of, & a 2nd ship went to find her, would not the currents help the rescuers to determine in which direction to pursue her search

faithfully yours
Hedley Webster

To The Secretary
Meteorological Society Office
London
England.

Please return both the enclosed letters "Per registered mail", & oblige

[3298] 50m 1/14 v 4150 G & S 110 ADMIRALTY.

REFERENCE SHEET.

1/ CASE 119

From Hydrographer.

To The Director,
Meteorological Office,
South Kensington, S.W.

Dated 17th February 1915.

METEOROLOGICAL OFFICE 18 FEB. 1915 M.O. 762

Ans. 18/2/15

Information required, or notified.

The attached is a copy of a letter recently received from the Department of Navigation, Sydney, New South Wales, and is referred for your information.

Enclosure.

J. F. Parry.
Hydrographer.

Copy.

ADMIRALTY S.W.

DEPARTMENT OF NAVIGATION,
SYDNEY.
December 29th, 1914.

Sir,

I am directed by the Acting Superintendent of Navigation to inform you that the following letter has been received from the Deputy Commissioner and District Officer, Abemama, Gilbert Islands :-

"November 18th, 1914.

"Sir,
I have the honour to forward to you the "attached document picked up on this Island on "November 15th, 1914.
The paper was enclosed in a bottle and "was picked up on the beach by a Native who handed "it into this office.
(Sd.) G. M. Murdoch,
Deputy Commissioner and
District Officer."

"To the Superintendent,
Department of Navigation,
Sydney."

The following is a copy of the enclosure :-

"NIPPON YUSEN KAISHA.
s.s. "Nikko Maru".

"Bottle thrown overboard 20th June, 1914, by N. N. "Dangar, from s.s. "Nikko Maru" on her way to Japan "in the Arafura Sea, Lat. 6.55S. Long.132-42E. "Distance 1591 miles from Manila.
N. N. Dangar,
Palmerston,
Armidale,
N. S. Wales, Australia."

I have the honour to be,
Sir,
Your obedient Servant,
(Sd.) John S. D'Arcy.
Secretary.

The Hydrographer,
The Admiralty,
LONDON, Eng.

G.R.

D.M.B.

119/762.

18th February, 1915.

Sir,

I am instructed by the Director to acknowledge the receipt of your communication of the 17th instant, enclosing a copy of a letter received by your Department from the Department of Navigation, Sydney, New South Wales, with reference to a "bottle paper" which was picked up at Abemama, Gilbert Islands.

I have the honour to be,

Sir,

Your obedient servant,

C.H.

Marine Superintendent.

The Hydrographer,
ADMIRALTY,
S.W.

G.R.

D.M.B.

S.1.

22nd February, 1915.

Sir,

I am instructed by the Director to inform you that the "bottle paper", stated to have been thrown overboard from the S.S. "Nikko Maru" on the 20th June, 1914, in the Arafura Sea, was picked up by a Native on Apemama Island of the Gilbert Group on November 15th, 1914. This paper was delivered to the Deputy Commissioner and a copy of it forwarded through the Department of Navigation, Sydney, and the Hydrographic Office, London, to the Director.

The bottle must have drifted with wind and current from the Arafura Sea into and through the Banda Sea and Molucca Channel into the Pacific, where it was caught and carried by the counter current against the winds which are light in those regions to Apemama. The distance traversed must have been at least 3,800 nautical miles, and it is improbable that the bottle should have drifted that distance in 148 days, that is to say at the rate of at least 25·7 nautical miles per day.

I am to ask if you will be so good as to let the Director know the correct date on which this bottle missive was thrown overboard by you. Presumably it was the 20th June 1912

N.N. Dangar, Esq.,
Palmerston,
Armidale,
N.S.W.,
Australia.

PALMERSTON,

CASE 119

Reference No. S.1.

Armidale, N.S.W. April 1915

The Director
Meteorological Office
South Kensington
London. S.W.

METEOROLOGICAL OFFICE
26 MAY 1915
M.02204

Letter 27/5/15

Sir

Yours of the 22nd Feb'y before me in regard to the "bottle paper" thrown over by me from the "Nikko Maru" on the 20th June 1914 & picked up on Nov 15th at Apemama. The date you give is quite correct when it was thrown over board (20th June 1914) as I made a note of it in my diary at the time, & my wife through the bottle out of the port.

My wife & self left for Japan from Sydney on the 10th June last year by the N.Y.K. boat Nikko Maru and arrived at which Yokohama 9th July; so the year you are in doubt about is quite correct, & the bottle was in the water 148 days. as stated by you. If you should want to know any thing further I would be most happy to let you know. Would you please let me know if this is a record drift for a bottle —

I am
Sir
Your obedient servant
H. H. Dangar

D.M.B.

119/2204.

Encl: 27th May, 1915.

Sir,

I am instructed by the Director to acknowledge the receipt of your letter dated April 1915, with reference to the bottle missive that was launched by you from the Steamship "Nikko Maru".

In reply to your question, the drift of this bottle does not constitute a record either as regards rate of travel or distance travelled, as you may see by the few instances, cited in the enclosed table, which I have at hand. Among these instances, however, the performance of your bottle appears to be a record for sustained speed, but as mentioned in my former letter, the chief interest in its drift lies in the course it must have taken when in the neighbourhood of the Marshall and Gilbert Islands ~~and~~ or elsewhere.

I am, Sir,

Your obedient servant,

[signature]

Marine Superintendent.

N.N. Dangar, Esq.,
Palmerston,
ARMIDALE,
N.S.W.,
Australia.

Thrown overboard by	Date	Position N.	W.	Date of Recovery	Position N	W.	Interval in Days	Total Drift Miles	Average Drift per day Miles	
~~[illegible]~~										
S.S. Prinz Friedrich Hendrik	7.5.98	N 8 7	W 58 52	13.5.98	N. 10 30	W. 61 0	6	~~[illegible]~~ 190	31.7	✓
Ship Iroquois	9.1.99	S 5 52	W 34 18	18.1.99	S 4 23	W. 37 57	9	~~[illegible]~~ 240	26.7	✓
S.S. Bremerhaven	1.9.94	49 3	37 6	22.5.97	21 27	71 0	994	4,500	4.5	✓
S.S. Nautilus	15.11.96	28 54	14 27	26.3.98	18 0	88 0	496	4,700	9.5	✓
By Eastcroft	22.11.96	S. 9 31	W. 122 31	24.2.98	S. 18 30	E. 168 0	459	4,000	8.7	✓
By Candida	13.12.96	N. 11 5	W. 123 0	26.11.97	N. 8 40	E. 171 0	348	4,000	11.5	✓
S.S. Warrimoo	23.1.97	N. 3 39	W. 168 30	6.3.97	N. 1 56	E. 173 10	42	1,100	26.2	✓
[illegible]								[illegible]	10.5	
[illegible]ken.	2.2.92	3.52	85.38	28.9.94	15.44	E. 145.27	969	8,840	9.2	
Peter Rickmers"	25.7.92	S 36.0	E. 21.10	23.4.94	S 32.20	E 126.0	637	5,970	9.4	
S.S. "Port Hunter"	9.10.94	S 45.20	E. 63.59	16.7.96	S 44.0	W. 177.0	645	5,905	9.2	

Thrown overboard by	Date.	Position		Recovery	Position		Interval in Days.	Total Drift in miles.	Average Drift per day miles.
		S.	E.		S.	E.			
S.S. "Hawkes Bay"	7.8.'97	47.16'	75.2	14.8.'98	45.0	171.0	372	4,600	12.4
		S	E.		S	E.			
~~R.M.S.~~ "Orizaba".	29.8.'95	23°.35'	104.24	9.8.'96.	0.45	42.0	345.	4,860	14.2
		S	W.		N.	W.			
S.S. "Lions."	30.10.'97	1.51	31.24	16.1.'98.	10.20	61.0	78	2,208	28.3
		S.	E.		S	E.			
S.S. "Gulf of Bothnia".	15.2.'97	44.14	44.37	24.9.'98	39.40	143.55.	586	5,115	8.7
		S	E		S	E.			
~~R.M.S. "Austral".~~	~~[illegible]~~	~~[illegible]~~	~~[illegible]~~	~~23.6.'96~~	~~[illegible]~~	~~142.30~~	~~[illegible]~~	~~3,646~~	~~16.8~~
		S	W		S	E			
Ship "Norfolk".	14.7.'64	56.40	66.16'.	9.6.'67.	38.20.	142.11	1,060	9,517	9.0
		S	E		S	E.			
"Levuka".	5.3.'83	43.15.	18.10	12.3.'85	38.37	142.53	738	6,375	8.6
		S	W.		S.	E.			
"Werner".	21.4.'88	57.6	65.29.	20.4.'91	33.53	123.0	1,094.	8,617.	7.9
		S	W.		S.	E.			
"Kosciusko."	23.3.'90	57.25	70.48.	12.10.'92	38.4	140.42	934.	9,585.	10.3
		S	W.		S	E.			
"J. H. Leibken."	5.2.'92	3.52	85.38	28.9.'94	15.44	145.27	968	8,840	9.2
		S	E.		S	E			
"Peter Rickmers."	25.7.'92	36.0	21.10	23.4.'94	32.20	126.0	637	5,970.	9.4.
		S	E.		S	W.			
S.S. "Port Hunter".	9.10.'94	45.20	63.59.	16.7.'96	44.0	177.0	645	5,905	9.2

WESTERN UNION CABLE SYSTEM

C. S. MINIA

Letter 6.3.16.

Eight Atlantic Cables.

Latitude 51.5.0 N
Longitude 42.30.0 W
Depth of water 2380 Fms.
Stream running S.S.W. (Mag.)
2 miles per hour measured
from an anchored buoy.
This current bottle is set
adrift at 4 pm M.T.G.
October 14th 1915.

Mail to Hydrographic Dept.
Washington U.S.A.
or to The Royal Meteorological
Society London Eng.

c/o The Anglo-American Telegraph Co
Halifax
N.S.

W.H. de Carteret
Cdr.

D.M.

S.1. 119.

6th March, 1916.

Sir,

I am instructed by the Director to acknowledge with thanks the receipt from you of a "bottle paper" which was thrown overboard on 14th October, 1915 from the Cable Ship "Minia" in mid-Atlantic and for which he is obliged.

It may interest you to know that the bottle drifted to the North-eastward a distance of at least 1200 miles in not more than 124 days, that is, at the rate of not less than 8·2 miles per day.

I am, Sir,

Your obedient servant,

C.H.

Marine Superintendent.

Dominick McGreal, Esq,
Thallabaune,
LOUISBURGH,
Co. Mayo.

Letter 6.3.16.

Found on the 15 Feb 1916

Bottle Containing this paper was found 1 mile North of Killery Harbour on the seashore of Thallabaune by Dominick McGreal Thallabaune Louisburgh Co Mayo

Drift.		
51° 5' N.	42° 30' W.	Oct. 14th 1915
to 53° 38 N	9° 55 W.	Feb. 15th 1916.
2° 33' = 153 m	32° 35' = 1955 = 1195 m.	124 days.

Drift N 83 E, 1200 miles

8.7 miles per day.

N.K. 3/3/16.

---

2. Arkendale ~~Road~~ Rd
Glenageary, Co. Dublin
2.9.17

Letter 5/9/17

METEOROLOGICAL OFFICE 5-SEP.1917 M.02443

Dear Sir,

On July 24th last ~~a man named~~ O'Donnell picked up on the seashore by Dugort Village, Achill Island, Co. Mayo, a bottle. It was well corked, & inside was a paper, on which was written "Thrown overboard off St John's Newfoundland. £5 reward if given in at nearest coast guard station". Captain F. Chesterfield."

He has not given it in yet & wonders if it is a bona fide affair. Would you kindly tell me if you have any information as regards such things, or if there is any other office to which ~~apply~~?

Thanking you in anticipation,

Yours faithfully
(Mrs) E. Litherland

PASSED 10 SEP 1917

2443/119.

E.G.P.

5th September, 7.

Madam,

I am instructed by the Director to acknowledge the receipt of your letter of the 2nd instant in reply to which I am to say that "bottle papers" such as the one to which you refer are frequently thrown overboard from vessels during ocean voyages, and not infrequently picked up on beaches at home and abroad. This is done for purposes relating to the study of ocean circulation. It is not, however, usual in such cases for any reward to be offered to those by whom the bottle is found and forwarded.

I am to add the suggestion that you should send the missive as requested to the nearest Coast Guard Station, endeavour to identify and communicate with this "Captain Chesterfield", and claim the reward he has offered.

I am, Madam,

Your obedient Servant,

Campbell Hepworth.

Marine Superintendent.

Mrs. E. Lethbridge,
2, Arkendale Road,
Glenageary,
Co. Dublin.

PASSED
10 SEP 1917
FOR FILING

For "Current Bottles" File. Register

Thrown overboard from s s "War Finch" in Lat. 31° 27 S Long 113° 01 E

Finder please inform Meteorological Office London, stating the Latitude & Longitude of bottle when picked up.

H.H.

J Bruce
Master

Thrown overboard 0·40 P.M. 3rd July 1919

METEOROLOGICAL OFFICE 12 SEP 1919

119

Main Light
Rottnest Island

Letter 16.9.19

August 5/8/19

The Meteorologist
Meteorological Office
London

METEOROLOGICAL OFFICE 12 SEP 1919 11502

Dear Sir

Enclosed herewith please find a message thrown overboard from S.S. War Finch on July 3rd. I found same enclosed in a bottle on the West end of Rottnest Island. West Australia on August 4th inst.

Yours faithfully

William Boyd
Assistant Light Keeper
Main Light
Rottnest Island
West Australia

PASSED 24 SEP 1919 FOR FILING

E.G.P.

METEOROLOGICAL OFFICE 16 SEP 1919

E.119

16th September, 1919.

Sir,

I am instructed by the Director to acknowledge, with many thanks, the receipt of your letter of August 5th last, covering the despatch of the card, which had been enclosed in a bottle and thrown overboard from the S.S. War Finch on July 3rd, to test the current off Western Australia.

I am,
Yours faithfully,

H.H.

Acting Marine Superintendent.

Mr. W. Boyd,
Assistant Light Keeper,
Main Light,
Rottnest Island,
West Australia.

PASSED 24 SEP 1919 FOR FILING

E.G.P.

METEOROLOGICAL 16 SEP 1919 11659

119

11502

16th September, 1919.

Sir,

The card which you enclosed in a bottle and threw overboard from the S.S. "War Finch" on July 3rd last, in latitude 31° 27' S., longitude 113° 1' E., was cast ashore on the west end of Rottnest Island, 32° S., 115° 30' E., where it was found, on August 4th, by Mr. William Boyd, the Assistant Lightkeeper, Main Light, and on the following day posted to this Office, where it was received on the 12th instant.

Assuming that it was picked up on the day of its arrival, it had drifted E by S, four miles per day.

A copy of the Meteorological Chart of the Indian Seas for the month of October is sent to you herewith. On the back of it is a map showing the drifts of a considerable number of current bottles in the Southern Ocean. Your record arrived just too late to be noted on the chart, but it will be mentioned in the November issue.

I am,
Yours faithfully,

H.H.

Acting Marine Superintendent.

Captain J. Bruce,
S.S. "War Finch",
c/o Messrs. McAllum & Co.,
Newcastle on Tyne.

See M.O. 13663 for Capt. Bruce's permanent address. H.H. 31.X.19.

PASSED 24 SEP 1919 FOR FILING

119

Main Light
Rottnest Island

Letter 16.9.19

August 5/8/19

The Meteorologist
Meteorological Office
London

METEOROLOGICAL
— OFFICE —
12 SEP 1919
11502

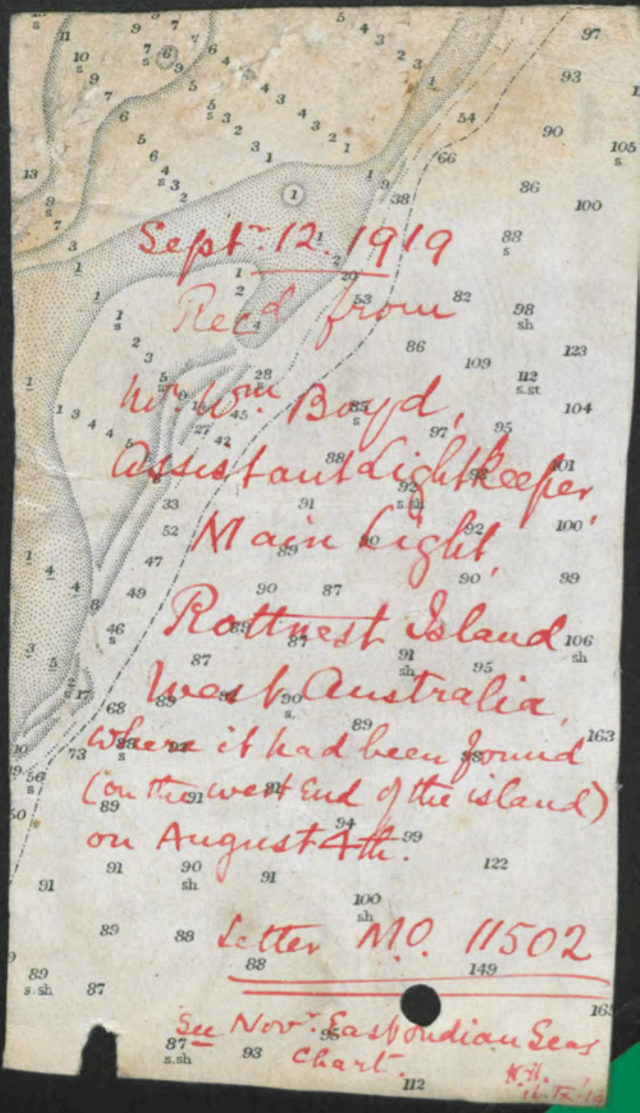
Dear Sir

Enclosed herewith please find a message thrown overboard from S.S. War Finch on July 3rd. I found same enclosed in a bottle on the West end of Rottnest Island. West Australia on August 4th inst

Yours faithfully

William Boyd
Assistant Light Keeper
Main Light
Rottnest Island
West Australia

PASSED
24 SEP 1919
FOR FILING



Sept. 12 1919
Recd from
Mr. Wm. Boyd,
Assistant Light Keeper
Main Light,
Rottnest Island
West Australia,
Where it had been found
(on the west end of the island)
on August 4th.

Letter M.O. 11502

See Nov. East Indian Seas Chart.

119

A. M. HADEE
Owner of Poivre Island

Adresse Télégraphique:
HADEE - SEYCHELLES
Code A B C, 5e Édition

Mahé - Seychelles

2nd September 1919

METEOROLOGICAL OFFICE
22 OCT 1919
13177

The Director,
The Meteorological Office
London.

Letter 27.10.19

R. G. K. Lempfert.

Sir,

The bottle mentioned in the document, of which a true copy is herewith enclosed, was picked up on "Poivre Island" one of the Amirantes, Seychelles Archipelago, on the 9th of June 1919 at 4 p.m.

I have kept the original as a memento but it is at your disposal if it can be of any use to you.

Yours faithfully

A. M. Hadee

H. J. Harries

PASSED
FOR FILING

METEOROLOGICAL OFFICE
22 OCT 1919
13177

S.S. "War Finch"
14th January 1919

This bottle was thrown overboard from the above named Steamer in Lat. 11° 4' S Long. 83° 16 E at 6.0 p.m. 14th January 1919.

(Signed) J. Bruce
Master

Finder please forward to Meteorological Office, London, stating where the bottle was picked up, giving time and date.

True copy.
AMH
2.9.19

R. G. K. Lempfert.

H. J. Harries

FOR FILING

E.G.P.

METEOROLOGICAL
27 OCT 1919
13476

119.

13177

27th October, 1919.

Sir,

I am instructed by the Director to acknowledge, with many thanks, your letter of September 2nd, covering the despatch of a copy of the Current paper contained in a bottle thrown overboard from the S.S. War Finch at 6 pm on January 14th, 1919, in lat. 11° 4'S., long. 83° 16'E., and picked up on Poivre Island, Amirantes, at 4 pm, 9th June.

Assuming that the bottle was recovered on the day it came ashore it would indicate a general set of the current during the 146 days as N 80° W, nearly 12½ miles per day. This agrees remarkably well with the current for the locality published by this Office many years ago.

Again thanking you for the trouble you have taken.

I am,
Yours faithfully,

H.H.

Acting Marine Superintendent.

PASSED
30 OCT 1919
FOR FILING

M.A.M.Hadee,
Mahé,
Seychelles.

E.G.P.

METEOROLOGICAL
27 OCT 1919
13477

119

27th October, 1919.

Sir,

A few weeks ago I wrote to you acknowledging the receipt of a bottle paper which you had sent adrift on July 3rd last, in 31° 27' S., 113° 1' E., and picked up on Rottnest Island in 32° S., 115° 30' E. on August 4th. You will find the fact recorded on the East Indian Seas' Chart for November, a copy of which is sent herewith.

Another of your bottles has been recovered. You despatched it on its long course at 6 p.m., January 14th, in 11° 4' S., 83° 16' E., and after an interval of 146 days it was picked up on Poivre Island, one of the Amirantes, Seychelles Archipelago, at 4 p.m., June 9th.

Monsieur A.M.Hadee, of Mahé, Seychelles, the owner of Poivre Island, has kept the original as a memento, but has sent a certified copy of it to this Office.

Assuming that the bottle stranded on Poivre Island on the day it was discovered, it would have covered the distance of 1810 miles on a N 80° W course, at an average rate of nearly 12½ miles per day. This agrees remarkably well with the set and velocity shown on the Meteorological Office Monthly Current Charts of the Indian Ocean for January to June.

The Director desires me to express his thanks to you for these interesting records.

I am,
Yours faithfully,

H.H.

Acting Marine Superintendent.

PASSED
FOR FILING

Captain J. Bruce,
S.S. War Finch,
c/o Messrs. Charlton, McCullum & Co.,
Newcastle on Tyne.

119

S. S. War Finch
Dry Docks Manchester
29th Oct. 1919

Letter 31.10.19

file "Bottle Papers"

The Director
Meteorological Office S.W. 7

METEOROLOGICAL
31 OCT 1919
13663

Sir

Your letter, reference number 13477, to hand with Current Chart of the Indian Ocean

Your previous letter has not yet come to hand

Referring to the bottle picked up at Rottnest Is. on August 4th, this was the first of twenty bottles thrown overboard between Fremantle & Port Natal – one bottle daily

There were also bottles thrown overboard daily from Port Natal to 200 South of the Cape Verde Islands, between the 1st & 19th August last.

Between the 23rd May 1919 & 10th June 1919 bottles were thrown overboard daily from Calcutta to Fremantle

The bottle picked up on Poivre Island was thrown overboard on passage from Aden to Fremantle.

Should any more bottles be recovered I would be greatly interested to hear where they were picked up.

If you have anything further to communicate to me please write to my home address, which is at 141 Wansbeck Road. Jarrow on Tyne.

I am, Sir
Yours faithfully
J Bruce

H. Harries

E.G.P.

119

METEOROLOGICAL
31 OCT 1919
13694

13663

31st October, 1919.

Sir,

I am in receipt of your letter of the 29th instant, relating to the numerous current bottles you sent adrift in the Indian and Atlantic Oceans between December 1918 and August 1919.

Thus far two of them have been recovered and communicated to this Office. Should others come to hand you will be informed in due course.

On your return to Newcastle you will probably find at the Owners' Office my letter of September 16th (a copy of which is enclosed herewith) and an Indian Seas Chart for October, which shows the drifts of 50 current bottles collected by the Australian Commonwealth Meteorological Bureau.

I am,
Yours faithfully,
H.H.
Acting Marine Superintendent.

Captain J. Bruce,
141, Wansback Road,
Jarrow on Tyne.

PASSED
FOR FILING

[6637] 12794/156 11m 1/18va 4150 G & S 110 ADMIRALTY.

REFERENCE SHEET.

119

METEOROLOGICAL OFFICE
7 - NOV 1919
13985

From HYDROGRAPHER.

To The Director,
Meteorological Office,
South Kensington,
S. W. 7.

Dated 5th November, 1919.

H.8460/1919. Information required, or notified.

R. G. K Lempfert.

Letter 7.11.19

1 ENCLOSURE

The enclosed copy of a letter from the Harbour Master, Townsville, is forwarded for your information.

Information + filed in Marine Room. retained. H.H. 7.XI.19

[signature]

[signature]
for Hydrographer.

PASSED
11 NOV 1919
FOR FILING

E.G.P.

METEOROLOGICAL OFFICE
7 - NOV 1919
119

7th November, 1919.

Sir,

I am desired by the Director to acknowledge the receipt of your H.8460/1919, covering the despatch of a copy of a letter from the Harbour Master of Townsville, Queensland, relating to the drift of two current bottles.

I am, Sir,

Your obedient Servant,

[signature]

Marine Superintendent.

The Hydrographer,
Admiralty,
S.W.1.

PASSED
11 NOV 1919
FOR FILING